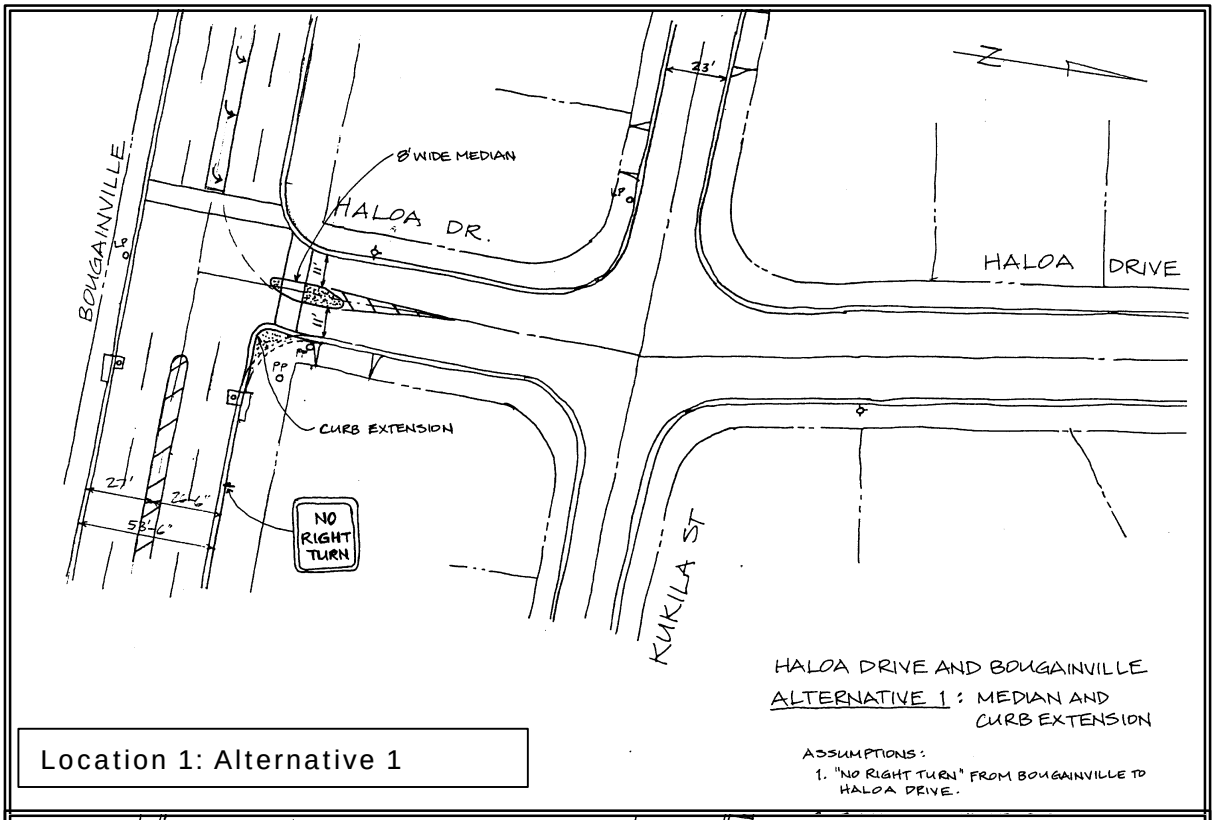
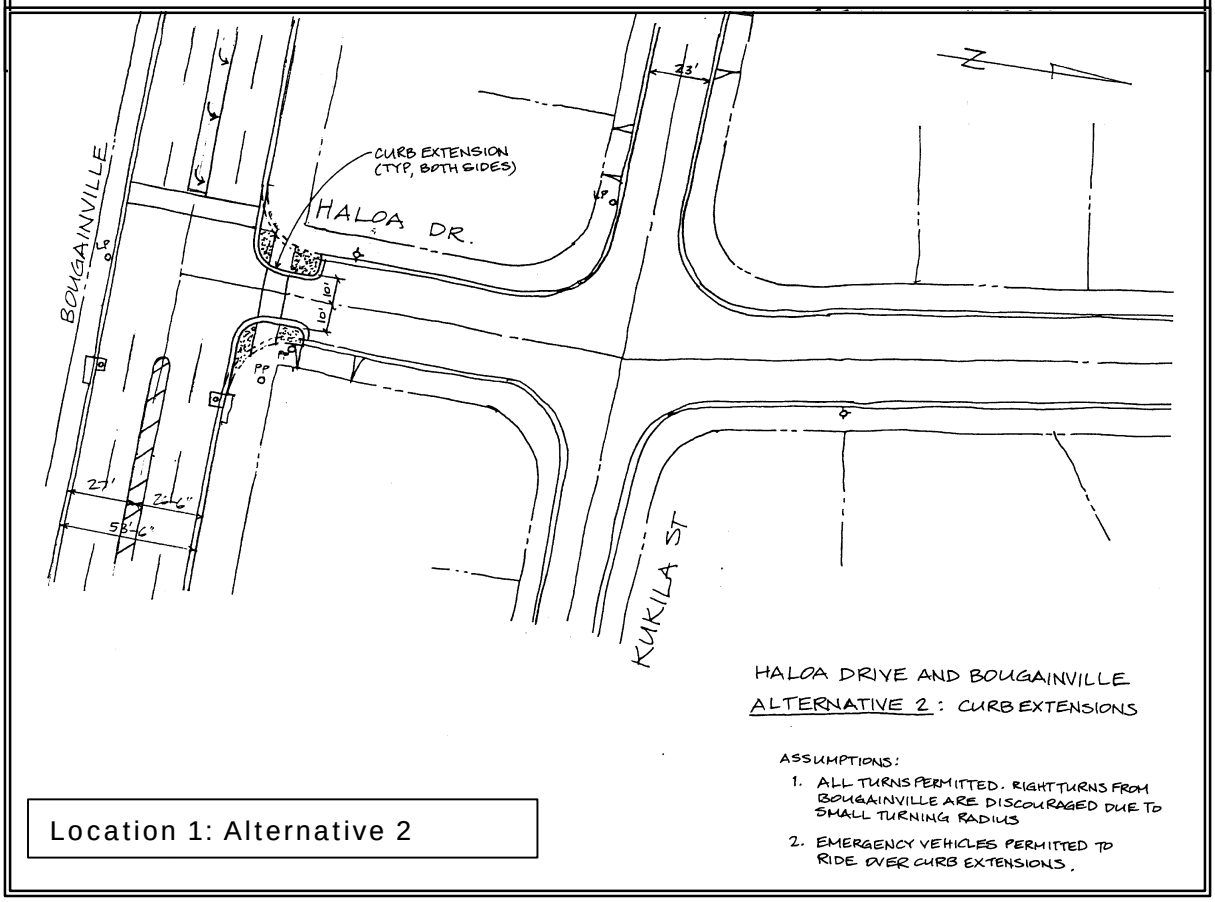
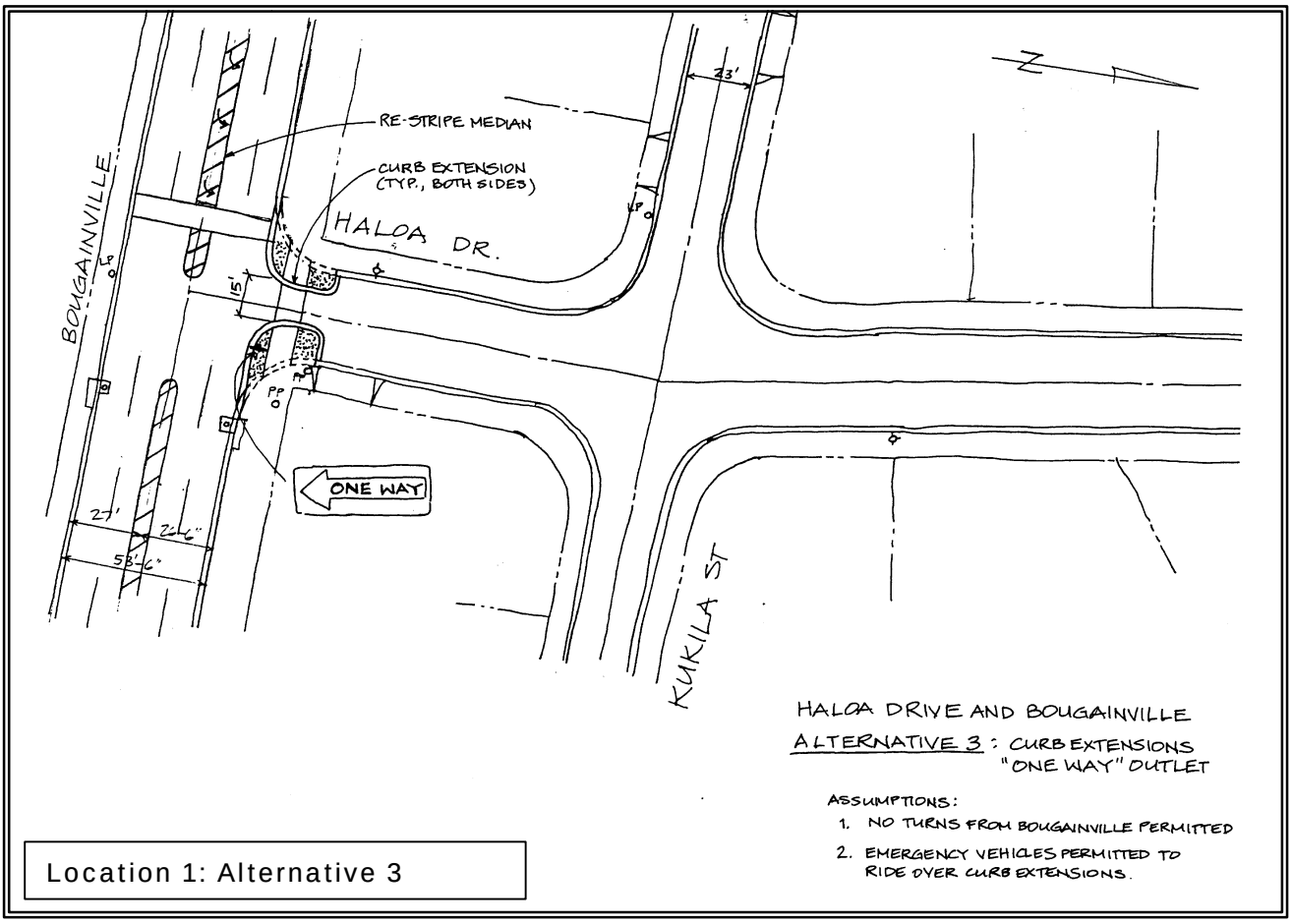
Location numbers keyed to map pp. 10-11



Location 1: Alternative 1



Location 1: Alternative 2



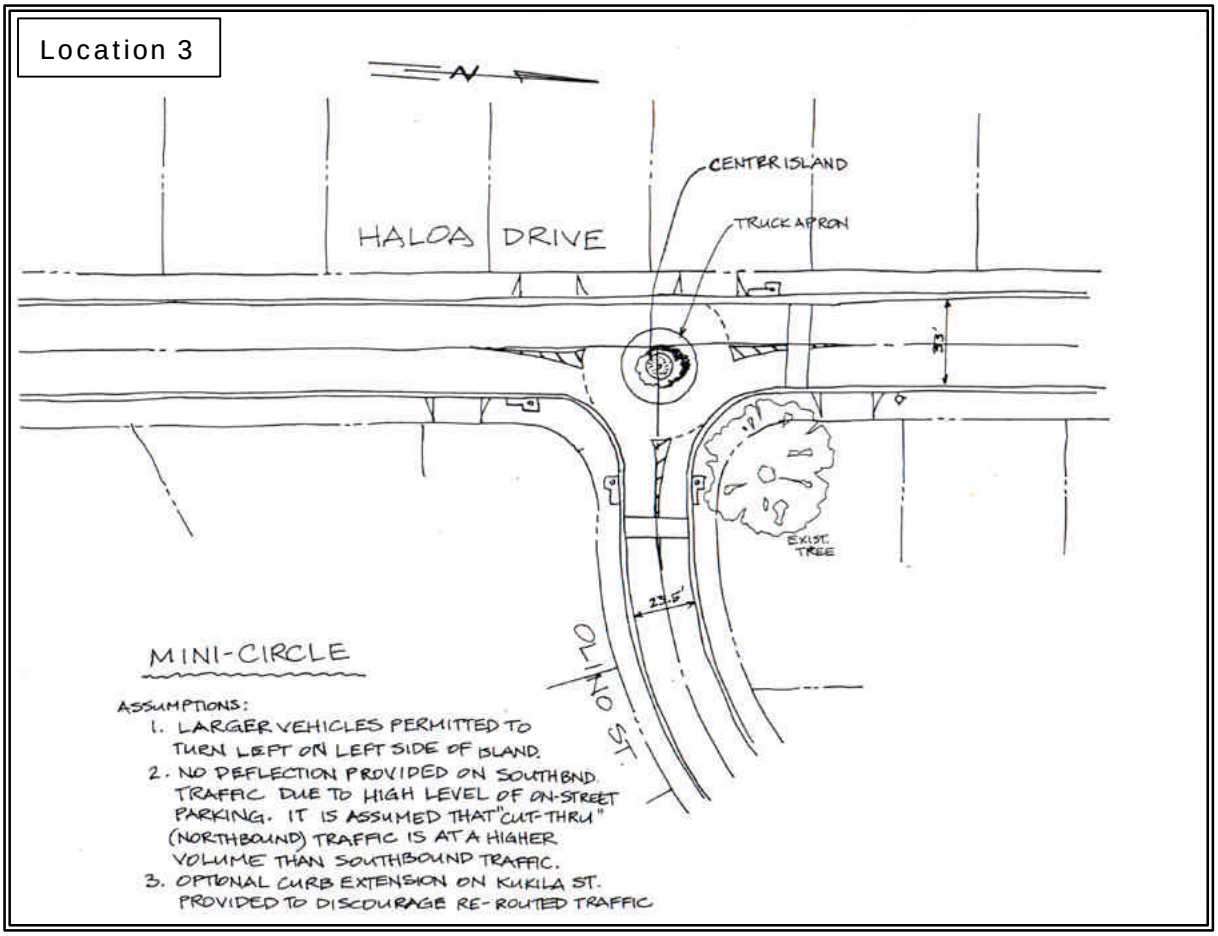
Location 1: Alternative 3

The design team offered several options for the intersection of Bougainville Drive and Haloa Drive. This is one of the main entrances into the neighborhood and is the cause of a good deal of cut through traffic. In order to give the entrance to the neighborhood better definition and make it easier for pedestrians to cross this intersection, the engineers suggested reconfiguring the intersection in all three alternatives.

In **Alternative 1**, Haloa Drive is bisected with a median to act both as a pedestrian refuge island and to control turns. The median would narrow the road and slow traffic entering Foster Village. A curb extension added to the eastern corner would prohibit right turns from Bougainville Drive onto Haloa Drive, significantly reducing cut-though traffic.

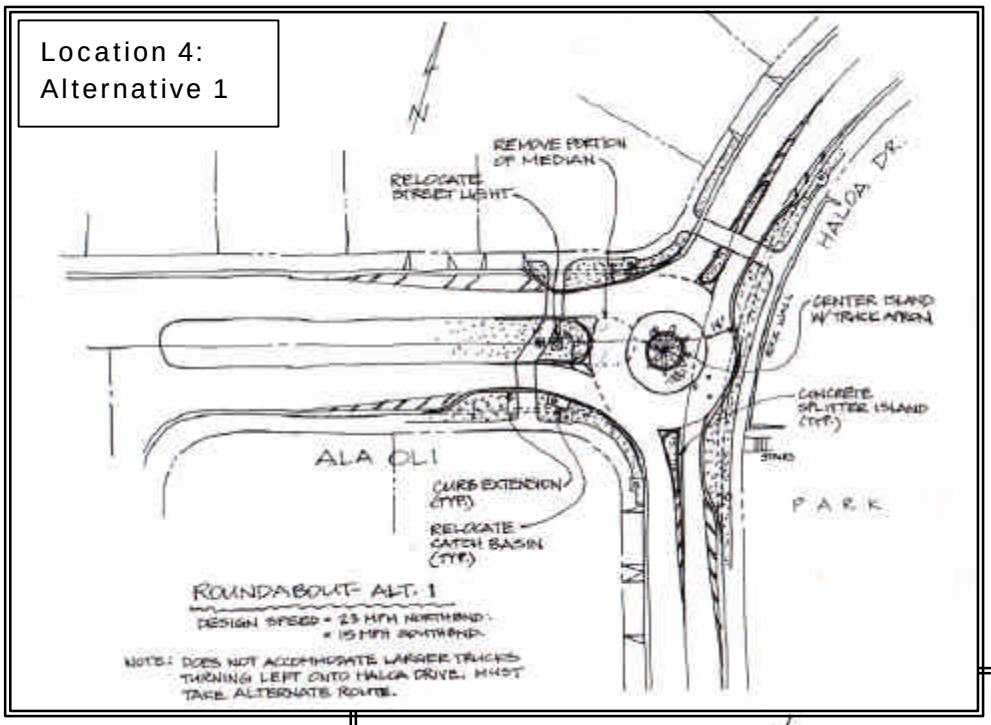
Alternatives 2 and 3 suggest bulbouts as a solution. Like the median option, bulbouts narrow the road and reduce vehicular traffic speeds. The bulbouts bring pedestrians farther out at the intersection while offering more protection. This gives pedestrians less distance to cross in conflict with vehicles. **Alternative 2** provides two equal curb extensions and narrows the entry of Haloa Drive to two 10' lanes. **Alternative 3** would extend the eastern curb extension by 5 feet and limit Haloa Drive to exiting traffic, thereby making Haloa Drive one-way at this intersection.

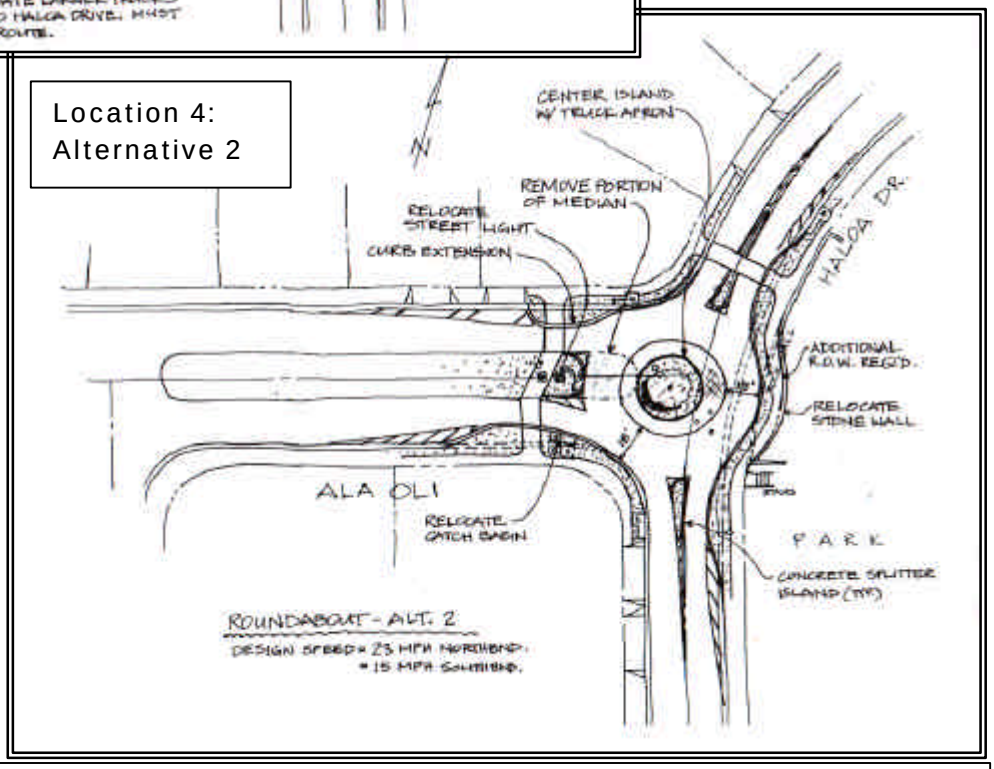
At the follow-up workshop, residents indicated that they **preferred Alternative 2** at this location. The design team agrees that Alternative 2 maximizes the benefits of traffic calming while retaining residents' desired travel movements.



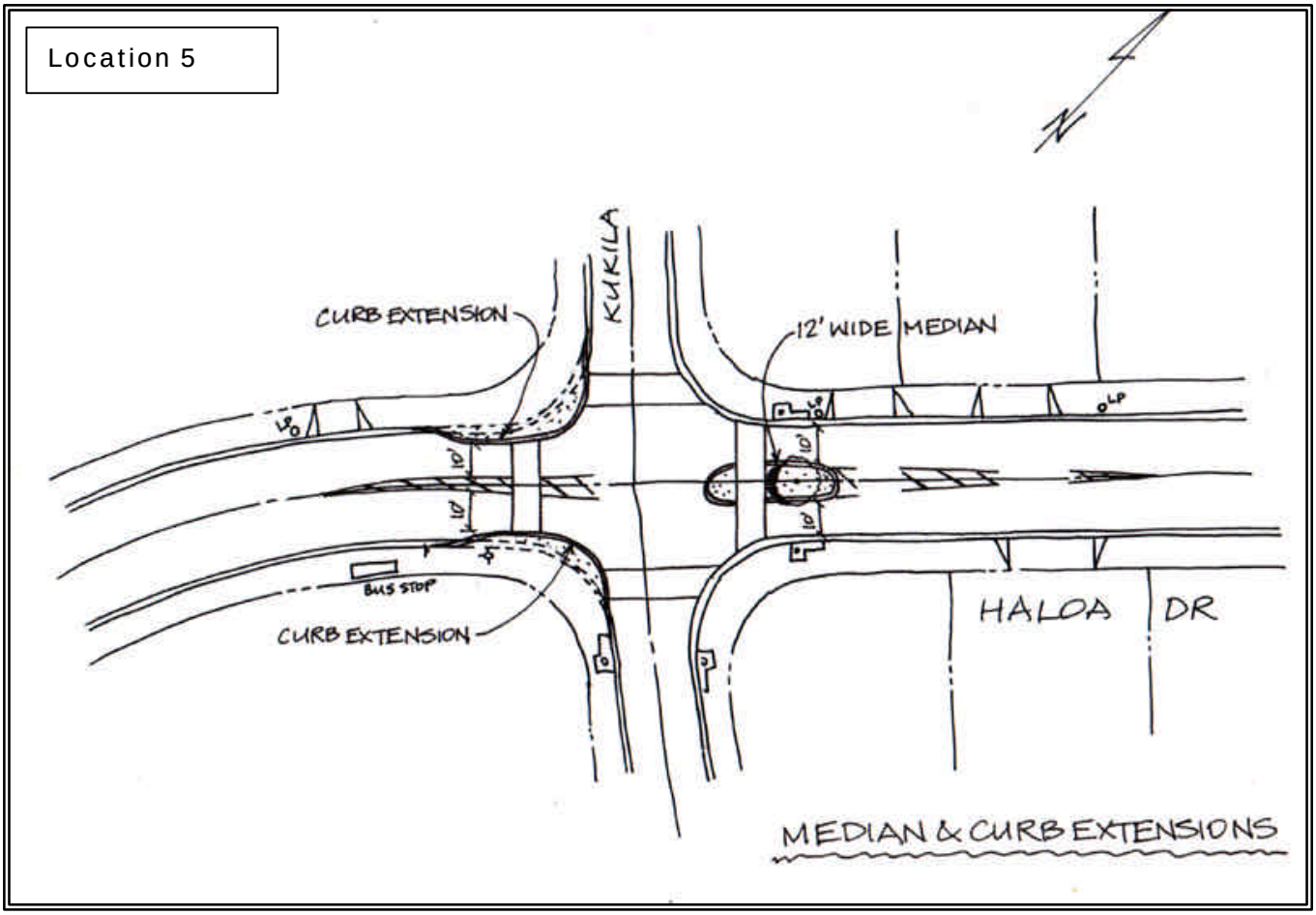
The design for Location 3 illustrates a mini-circle at the corner of Olino Street and Haloa Drive. A mini-circle reduces frequency and severity of crashes while slowing traffic. A mini-circle would be able to move up to 30% more traffic than a three-way stop at this location. Mini-circles can be landscaped with shrubs, trees, and flowers, helping to beautify the neighborhood. Crosswalks on the north and eastern legs of the intersection would be included. Small median islands are installed on the approach to mini-circles to make crossing easier for pedestrians and to create the type of deflection necessary to slow traffic to a reasonable yet acceptable speed.

An optional curb extension was also proposed on Kukila Street at Haloa Drive (Location 2). The curb extension would appear one-way from Haloa Drive, but would not be signed as such, and simply narrow the entry to a single lane. Residents that lived on Kukila could still travel to and from their homes, while people passing through the neighborhood would be discouraged from using Kukila as a shortcut to Salt Lake Boulevard. The curb extension is intended to discourage cut-through traffic in response to one resident's concern that slowing traffic on Haloa Drive would encourage this alternate route. The team believes traffic flow on Haloa will be sufficient, whereby cut-through traffic from Haloa Drive would be minimal even after speeds are reduced. In view of this, the curb extension project should be a lower priority. Residents at the second meeting agreed with this lower priority.





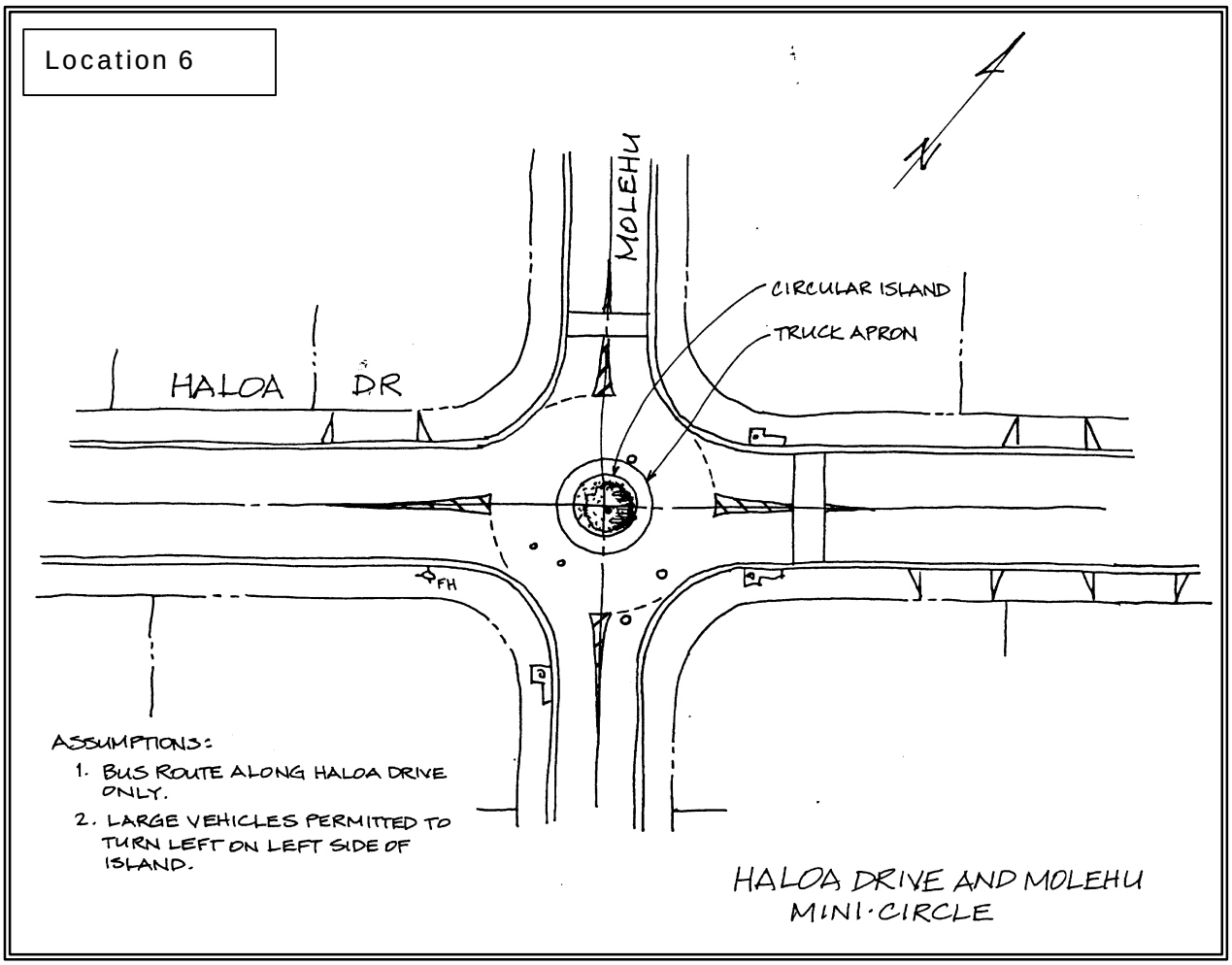
Location 4: The neighborhood entry at the intersection of Ala Oli Street and Haloa Drive deserves special attention to reduce speeding. The designs illustrate two different options. **Alternative 1** shows a tighter roundabout that can be configured within the existing right-of-way. However, larger trucks would not be able to turn left from Ala Oli Street onto Haloa Drive. Ala Oli could be signed to direct large trucks to the Bougainville entrance. **Alternative 2** would require the taking of several feet of property from the park, including an existing rock wall and hedge. Detailed design will also have to look at impacts on the swimming pool piping. The turning radius of this alternative would allow all vehicular movements. The roundabout at this intersection was voted the highest priority to residents. They suggested looking at both options again in the final design.



The intersection of Haloa Drive and Kukila Street, **Location 5,** would incorporate both medians and curb extensions. This intersection is used by a significant number of pedestrians because of its proximity to the park, community center, pool, and existing bus stop. The travel lanes are wide on both roadways, making it difficult for the pedestrian to cross, and for Kukila Street traffic to enter Haloa Drive.

The design team recommended placing a 12-foot wide median on Haloa Drive as a pedestrian refuge, and to slow traffic approaching from both directions. Curb extensions should be installed on the opposite side of Haloa Drive to reduce the width of the roadway to 20 feet. Curb extensions are suggested on this side of Haloa Drive because a median at the bus stop would block vehicles when a bus is using the bus stop. The curb extensions would allow buses to pick up passengers while allowing traffic to pass.

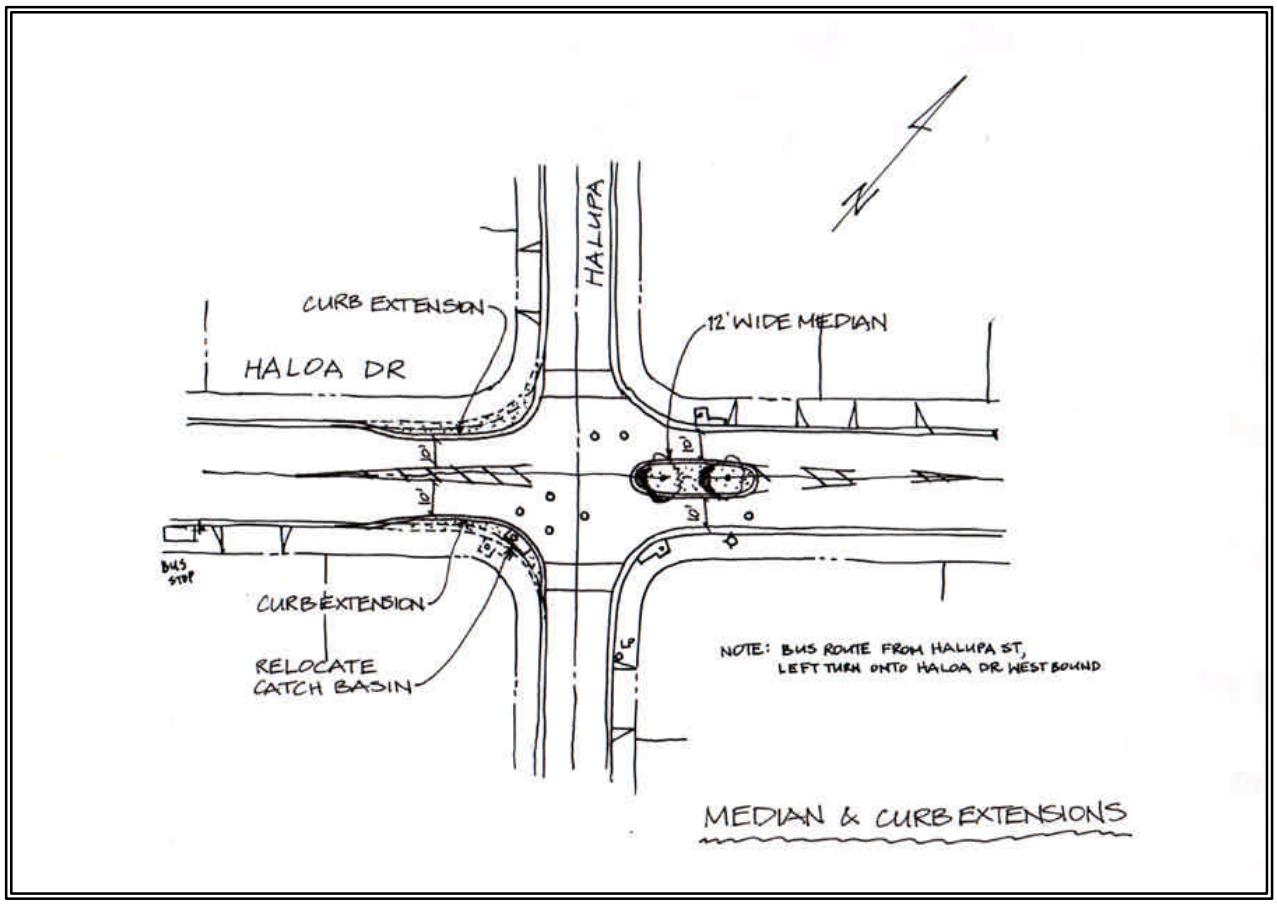
This intersection was selected third on the residents' list of priorities at the second workshop. However, following the workshop, residents submitted a letter and petition (37 signatures) requesting to reprioritize the intersection. The letter stated, "The Haloa/Kukila intersection, which is only a short 70 feet from the calming device at the Ala Oli Street entrance, should not be considered a high priority." The team believes calming this intersection is still important 1) because the roundabout will not be visible from a distance due to the curve; 2) to slow speeding traffic approaching from Piikea direction; and 3) to assure safe crossing at the park.



The design team recommends the installation of a mini-circle at the corner of Haloa Drive and Molehu Avenue (**Location 6**). Residents identified this intersection as the most active intersection. The mini-circle will help move traffic more efficiently than a stop sign, because vehicles need to yield only on the approach to the device. Substantial landscaping should be planted in the center island to ensure the visibility of the mini-circle from a distance.

The mini-circle should improve safety for both motorists and pedestrians. The mini-circle would be designed so that vehicles would travel no more than 18 miles per hour. The result should be a reduction in the number and severity of accidents.

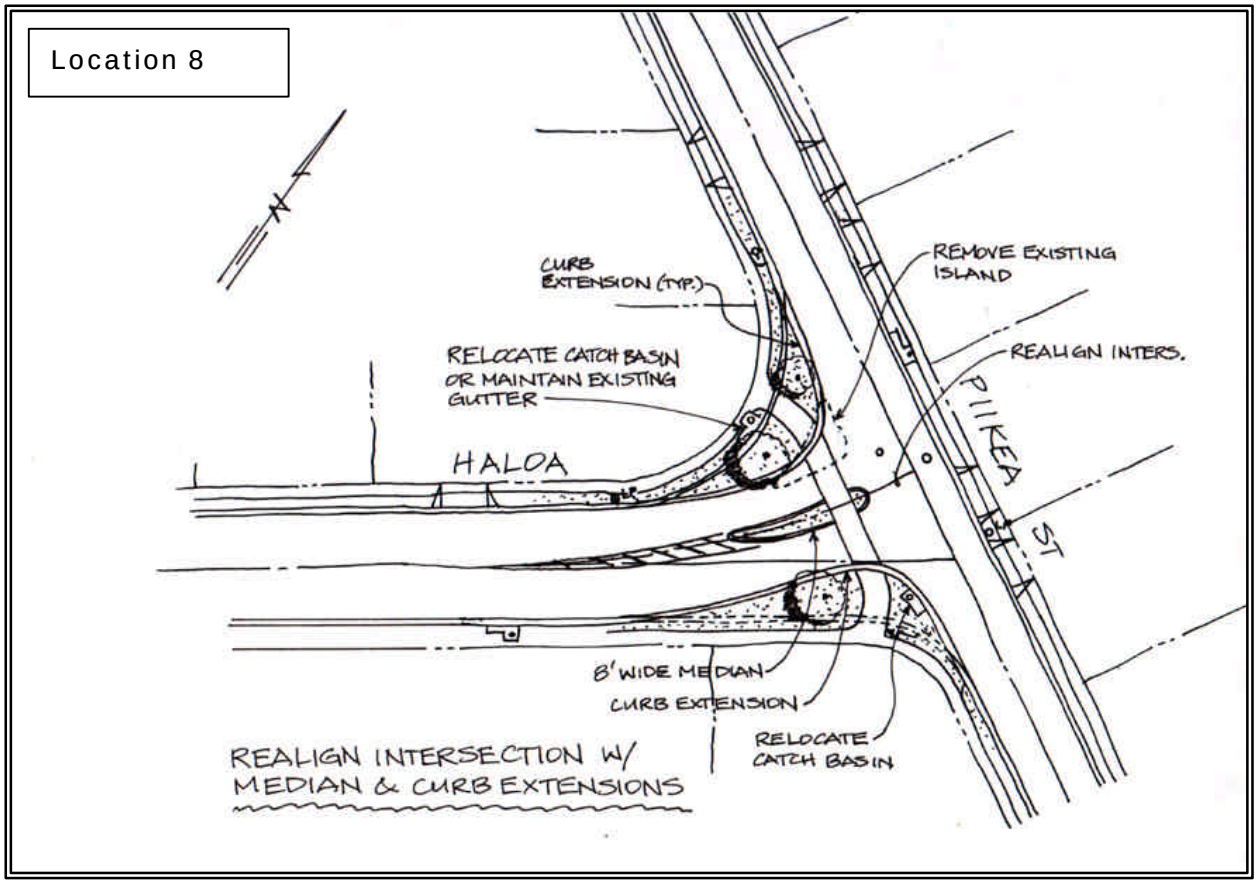
This intersection was 2nd on the residents' list of priorities at the second workshop. People commented that they liked the design for this location very much. The post-workshop letter and petition requested using a similar design at the intersection of Haloa Drive and Halupa Street.



Residents remarked that they would like to see either a median and curb extensions or a mini-circle at the intersection of Haloa Drive and Halupa Street (**Location 7**).

The design team suggested the median with curb extensions for several reasons. TheBus travels mauka straight through the intersection on Haloa Drive, returning down Halupa Street and turning left onto Haloa Drive heading makai. To construct a circle that would work for left-turning larger vehicles may require the taking of some property. The taking of property and extra engineering required to locate a mini-circle at this location could be more costly than the median. The median with curb extensions would provide an effective solution that would serve to slow motorists, aid pedestrians in crossing, and accommodate TheBus. One lower-cost alternative for installation of a mini-circle would be to sign the intersection to permit left turns by TheBus across the front of the circle.

However, following the second workshop residents circulated a petition to request a mini-circle at the intersection of Haloa and Halupa Drives identical to the design at the intersection of Molehu. The Traffic Calming Team remains concerned about the bus movements, but believes that if a mini-circle could be designed to accommodate buses and still achieve enough deflection to calm traffic, a mini-circle like the Molehu design would be appropriate. Another possibility could be re-routing TheBus. The residents signing the petition chose this intersection as the third priority for construction.



The residents asked for a reconfigured intersection with a pocket park at Piikea Street and Haloa Drive (**Location 8**). The two roads do not currently intersect at a right angle, and the intersection is relatively wide. In addition, there is an existing unnecessary right-turn slip lane from Piikea onto Haloa Drive. The designers suggested realigning the intersection slightly so the roads would meet at a more appropriate angle. The shift allowed for some room to the north on Haloa Drive for a landscaped area, possibly with benches, flowers or community art.

The curb would be extended on the southern corner and a median added in the center of Haloa Drive to aid pedestrian crossing and slow vehicular speeds at the intersection.

If this plan is to be implemented, the community would need to decide on the type of landscaping and amenities they want for the new pocket park. More importantly, they would need to accept responsibility for the up-keep and maintenance of the new garden. Frequently this type of project is taken care of by gardening clubs, volunteer organizations and other associations within the neighborhood.

Since this intersection's traffic volume is relatively small compared to sites makai on Haloa Drive, the residents felt this location should be a lower priority.

FOLLOW-UP WORKSHOP

The second neighborhood meeting was held on April 10, 2000. The purpose of this workshop was to present the designs the Traffic Calming Team had generated using the residents' input from the February 28th charrette. Thirty-two participants turned out to review the proposed designs. Several good comments were made and the Traffic Calming Team responded as follows:

Q: Aren't the trees in the roundabout going to get knocked down by people speeding through the neighborhood?

A: Actually the trees are the very thing that will slow vehicular speeds. As people approach a traffic calming feature such as a roundabout, it is important that it be clearly visible. Trees work well because they can be seen from a distance, causing traffic to slow long before it reaches the roundabout. Typically, trees are planted and trimmed to keep eye-level sightlines clear at the intersection. Once a vehicle reaches the roundabout, the motorist is guide to the right around the center island in a counter-clockwise direction. The center island also provides protection for the trees from being hit.

Q: I live near the intersection of Ala Oli and Haloa Drive. My driveway goes through the bulbout. How does the garbage truck and mailman get to my house?

A: The designs presented at this workshop are conceptual, meaning they are designed to show you how the general concept of each of these treatments would work in your neighborhood. After you have approved and prioritized these designs tonight, the next step is to move into more detailed design of the prioritized devices. The consultants working on that design will take all the questions about mailboxes, trash pick-up, drainage, etc. very seriously. It may be the case that your mailbox will be relocated so it is more accessible to the mail carrier. Good design will ensure that all necessary activities are maintained, even with a beautiful roundabout at the intersection.

Q: You will need to be careful not to hit the plumbing pipes from the pool when you construct the roundabout at Ala Oli.

A: Good comment. That will be helpful in our more detailed design stage.

Q: Can Emergency vehicles still make it through the intersection at Molehu and Haloa Drive (Location 6).

A: Absolutely. Like other drivers, emergency personnel will need to slow to reasonable speeds. However, emergency vehicles have special authority to jump curbs and medians if needed. The drivers are specially trained to drive quickly and cautiously. The mini-circle at that intersection is actually better for emergency vehicles because they will only need to yield and proceed into the intersection rather than coming to a complete stop.

Summary

The primary objectives of this process were to: 1) identify issues and concerns, 2) come up with workable solutions, and 3) most importantly, have the residents and board members develop a sense of ownership and commitment to solve the problems that affect their safety, property values and quality of life. This is a citizen's hands-on program, working with government officials. Citizen input is essential to its success.

At the second workshop, Foster Village residents agreed on a prioritized list of the first four projects to be completed in their neighborhood. These intersections need the most attention, and have designs the community wants implemented.

Priorities (from 2nd workshop)

1. ***Ala Oli and Haloa Drive (Loc. 4)***
2. ***Molehu and Haloa Drive (Loc. 6)***
3. ***Kukila and Haloa Drive (Loc. 5)***
4. ***Bougainville and Haloa Drive (1)***

A petition received after the second workshop suggested consensus for a higher priority (third - over Kukila or Bougainville) for a mini-circle at Halupa and Haloa (Location 7)

Next Steps

The process used has led to consensus building, workable solutions, and an effective partnership between the county and the neighborhood. The following additional steps are recommended. This should ensure that issues will be properly addressed, costs minimized, and results will provide maximum benefit. If ownership of the problems is still weak or lacking, stay on track. The following steps are vital.

(1) Form a Foster Village Transportation Task Team. After the follow-up workshop a few members of the community association volunteered to participate in such a Team. The team should meet regularly to help refine the plan and work through implementation strategies with city staff.

(2) The Foster Village neighborhood association can also survey local residents (door to door) to share copies of this report, and to gain added support. Other effective means of building consensus might be to conduct Open Houses at an area residence or hold a block party or other event.

(3) To see changes immediately, residents should begin by being more cautious with their own driving in the neighborhood. Several members of the community suggested that it was not Foster Village residents that were speeding. This may be true, but it would be a very rare case. All of the streets in Foster Village are only two lanes wide, so motorists can only drive as fast as the prudent driver.

(4) Once a construction budget is allocated, schedule final engineering designs and construction of improvements.

(5) Several of the recommendations included new landscaping features. The Transportation Task Team should work with residents to determine who will care for the new treatments. Finally, a Neighborhood Maintenance Agreement with the City should be executed, if possible.